



The Washington Connection

Congresswoman Candice Miller

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APRIL 2008

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WASHINGTON, DC—Congresswoman Candice Miller (MI-10) cheered the passage of the Coast Guard Authorization legislation by the U.S. House of Representatives. HR 2830 includes ballast water legislation, an important provision for the Great Lakes which will help stop the spread of invasive species into the lakes by ocean vessels. “I am very pleased that this incredibly important legislation for the health of our magnificent Great Lakes has passed the House,” Miller said. “The



shores of

Rep. Miller rides on the Highlander Sea schooner on the St. Clair River

Continued on Page 2

gratifying. I hope that the Senate will also rec-

introduction of unwanted aquatic invasive species that came in the untreated ballast water of ships arriving from foreign ports has wreaked havoc on the Great Lakes’ sensitive ecosystems.”

Miller continued, “I have been involved in this issue since the early 1980’s when I had the honor to serve as the Harrison Township Supervisor on the

Miller-Secured Projects in St. Clair and Lapeer Move Forward

Congresswoman Candice Miller (MI-10) recently applauded the passage of the highway technical corrections bill. The legislation was passed by the House in early 2007 and includes an important provision for St. Clair County. **Miller was able to reallocate \$12.6 million of the Blue Water Bridge plaza project towards the Grade Separation project in Port Huron Township.**

Grade separation will occur at:

**CN Rail Track at Range Road
CN Rail Track at Michigan Road
CN Rail Track at Griswold Road**

“The grade separation is important to Port Huron Township, the surrounding communities, businesses, and first responders. This funding will help solve the problem of waiting for trains to pass through the CN rail tunnel by allowing traffic to be diverted rather than waiting up to eight

hours for trains to pass. This is a win for Port Huron Township and the surrounding areas.”

Miller secured additional funds for the widening of M-24 in Lapeer County from two to four lanes between I-69 and the county line. She had secured \$800,000 originally for the project. This bill adds another \$80,000.

“This is welcome news that’s a long time coming,” Miller said. “As (Continued on page 2)

(Continued) St. Clair and Lapeer projects move to President's desk

a member of the House Transportation and Infrastructure Committee, I know full well that we have to improve our roads and bridges as they age and our communities grow. This legislation will have a significant impact on quality of life in Lapeer County."

"As Lapeer County continues to grow, the federal funding will allow the infrastructure to grow with the community. This improves quality of life and helps relieve congestion on this busy roadway."

"I am pleased that the Senate has passed the highway corrections bill. It is now my hope that the House will quickly pass the Senate version and the President will sign it into law."

It now heads to the President's desk for his signature.

HR 3248 amended the Safe, Accountable, Flexible, Efficient Transportation Equity Act with technical corrections. The bill will ensure that Congressional intent is upheld and that all policies, programs, and projects embodied in the authorization law are implemented as intended by Congress.

The bill extends the deadline for the National Surface Transportation Policy and Revenue Study Commission, created in SAFETEA-LU, to report to Congress on the condition and future needs of the nation's surface transportation system, and also short and long-term alternatives to replace or supplement the fuel tax as the principal revenue source to support the Highway Trust Fund over the next 30 years. H.R. 3248 increases funding available to the Department of Trans-

portation to carry out the Commission's mission.



Rep. Miller gets an infrastructure update from St. Clair County officials

(Continued) Miller Cheers "Long Overdue" Ballast Water Legislation's Passage

Lake St. Clair and to finally see federal action is gratifying. I hope that the Senate will also recognize the importance of protecting the Great Lakes, which are 1/5th of the world's fresh water supply, by quickly passing this legislation and sending it to the President for his signature."

The passage of this legislation will place new requirements on ocean going vessels entering the Great Lakes. These vessels would be

required to salt water flush their hulls of ballast water 200 miles off U.S. shores. Beginning 2012, vessels are expected to have installed treatment systems to purify their hulls of the invasive species-carrying ballast water.

States like Michigan which have initiated their own ballast requirements will be able to operate their programs until the final federal standards take effect.

President Bush had expressed opposition to provisions in the legislation, one of which—the liquefied natural gas terminal portion—prompted a veto threat. Those concerns have been mitigated and the offending provision has been modified to the satisfaction of the Ranking Member of the House Transportation and Infrastructure Committee.

Editorial: Rail project must serve township

Port Huron Times Herald

An important plan to address Port Huron Township's traffic problems passed a key milestone this week. The U.S. Senate approved \$12.6 million for a railroad improvement project Thursday that could end the constant rail crossing stoppages motorists endure.

The project would build bridges to carry motorists over the tracks at two key township locations. The House approved the appropriation last year. All that remains is President Bush's signature.

That may not be so easy, said Audra Miller, spokeswoman for U.S. Rep. Candice Miller, R-Harrison Township.

"The president has expressed strong reservations," Miller said. "Now, that doesn't mean he'll veto it. He doesn't have a problem with anything in Michigan."

The volume of trains through the township threatens public safety. Prolonged traffic stoppages not only inconvenience motorists, they also prevent emergency vehicles from reaching their destinations.

Rep. Miller took the lead in addressing this issue. She was able to win House approval to shift the funding from the Blue Water Bridge expansion project.

Now that the Senate has added its support, a presidential veto ought to be unthinkable. Port Huron Township has waited more than 10

years for re-
That's long



lief.
enough.

April 19, 2008

The CN Rail Tunnel is the busiest rail artery in the United States

Article: Miller, Levin Push Jobless Pay

**By Chad Selewski
Macomb Daily Staff Writer**

Michigan's struggling jobless workers would see their unemployment benefits extended for 26 weeks under House legislation that has the bipartisan backing of both Macomb County lawmakers, Reps. Sander Levin and Candice Miller.

The congressional bill would pay for 13 weeks of additional benefits in every state and 26 weeks in high-unemployment states like Michigan. Across the nation, 1.3 million workers are expected to exhaust their jobless benefits in the first half of this year, 72,000 of those in Michigan.

"In the past, extensions of unemployment benefits have come too late. We simply cannot afford to wait any longer while the nation's economic condition worsens and more jobs are lost," said Levin, a Royal Oak Democrat, in a statement.

The last time the president and Congress extended unemployment benefits was in 2002,

nearly a year after an economic downturn set in. This time, the number of workers facing long-term unemployment is twice as high as during the last slide in the economy, with almost one in five going without work for six months or more.

"Many Michiganders are unfortunately faced with unemployment as our state's economy is experiencing challenges - many of whom have never needed to apply for unemployment benefits before," said Miller, Harrison Township Republican, in a news release.

"This additional aid will help families stay together, keep their homes, and provide needed temporary assistance as people look for work."

Under the bipartisan bill, jobless workers would be eligible to apply for the 13- or 26-week extensions until January 2009. The \$12.7 billion price tag would be paid through a federal trust fund for unemployment insurance which has a \$35 billion reserve. On Thursday, a House Ways and Means subcommittee heard testimony from economic experts supporting an extension of benefits but no votes were taken.

Advocates say that unemployment extensions efficiently boost the economy because the funds are quickly received and spent by consumers. According to one estimate of the ripple effects, every \$1 increase in unemployment insurance adds \$1.64 to the economy. In February, Miller and Levin both argued that expanded unemployment insurance should have been incorporated into the economic stimulus package approved by Congress.

With Michigan facing a 7.2 percent jobless rate, highest in the nation, state lawmakers in Lansing are eager to see a boost in benefits. State Rep. Fred Miller, the Mount Clemens Democrat who chairs the House Labor Committee, said the panel has two pending resolutions calling on Congress to act.

In Michigan, the maximum weekly unemployment check is \$362.



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Washington Connection Weekly



Watch Rep. Miller's Floor Statements on:

- Supporting the Ballast Water Legislation
- The Farm Bill

Watch the video at
<http://candicemiller.house.gov>



Rep. Miller speaks to Congress about stopping Medicaid cuts

Madame Speaker, I rise in strong support for HR 5619, Protecting the Medicaid Safety Net Act of 2008.

I believe that any society can be judged on how they treat the most vulnerable namely seniors, children and the disabled.

This measure places a one year moratorium on Medicaid regulations and cuts put forward unilaterally by the Administration that could have a devastating effect on each of those groups.

Some of these cuts would slash access to rehabilitation services, decrease services for foster care and abused children, limit services to the elderly, and persons

with developmental disabilities.

In fact, these cuts could have a disastrous impact in Michigan on the 21,000 developmentally disabled and 27,000 children with medical conditions- the very people who need our help the most.

With Michigan's struggling economy, the high price of gas and home heating, and an overall increase in cost of living, many families need access to these services.

The proposed cuts to the Medicaid program have the potential to cost the state of Michigan over 15,000 jobs and the loss of \$732 million dollars in federal funding in the first year alone. And it's set to get worse over the next 5 years result-

ing in an estimated \$3.9 billion in federal cuts.

Delaying these draconian cuts for one year will give Congress the opportunity to work together on these issues so that we can better serve those in need across our nation.

I urge my colleagues to support this measure and I yield back the balance of my time.